REPORTING REQUIREMENT

On pages 426 and 427 of the Report of the Committee on Armed Services of the House of Representatives, House Report 110-652, accompanying H.R. 5658, the Duncan Hunter National Defense Authorization Act for Fiscal Year 2009, the committee requests an annual report containing at least the following information:

“...on the issues being addressed by the Task Force, progress made in coordinating UAS issues within UAS programs, between UAS and ISR-related manned and unmanned capabilities, and its recommendations to address existing issues. In addition, the report shall describe the actions that the Department has taken to implement the Task Force’s recommendations and milestones for completing any unresolved recommendations.”
INTRODUCTION

The Unmanned Aircraft Systems Task Force (UAS TF) continues addressing a variety of challenges impacting current and future Department of Defense (DoD) unmanned capabilities. This year, there were three notable changes to the UAS TF charter.

First, the UAS TF revised its charter, changing the organizational structure to organize around the primary work tasks of four principal Integrated Product Teams (IPTs): Airspace Integration, Interoperability, Frequency and Bandwidth, and Logistics and Sustainment. The organizational cross-cutting IPT activities of Research and Engineering and Payloads and Sensors were elevated to Advisory Groups of the UAS TF (see Figure 1: UAS TF Structure).

Figure 1: UAS TF Structure
Second, the stakeholders modified the Goals and Objectives to more specifically reflect the current environmental needs (see Figure 2: UAS TF Goals and Objectives).

**Figure 2: UAS TF Goals and Objectives**

UAS TF activities are intended to encourage cross-service cooperation thereby enabling affordability and increasing efficiencies and are closely aligned with the DoD’s Better Buying Power 2.0 commitment of delivering better value to the taxpayer and Warfighter.
Lastly, the UAS TF slightly modified its charter to accurately reflect membership participation by removing organizational affiliations with the now-disestablished Joint Forces Command (see Figure 3: UAS TF Membership).

Figure 3. UAS TF Membership

This report details the key issues being addressed by the UAS TF; describes progress made in coordinating UAS issues across manned and unmanned intelligence, surveillance, and reconnaissance programs; and relates actions taken to implement the UAS TF recommendations.
To adequately address key issues facing UAS in both their development and operation, the UAS TF organized around four IPTs to address the specific challenges of each area. These areas are: interoperability, airspace integration, frequency and bandwidth, and logistics and sustainment. Each IPT is described in the coming pages as well as their major tasks to address and solve specific challenges to DoD UAS. These sections describe the coordination progress and the specific actions taken to implement solutions as recommended by the UAS TF.

1. **INTEROPERABILITY INTEGRATED PRODUCT TEAM**

   The Interoperability IPT (I-IPT) leads the DoD effort to develop efficient acquisition policies and practices, promote standards and solutions, and influence common practices that enhance UAS interoperability. This leadership ensures efficient and integrated acquisition as more unmanned systems are developed and fielded. To further enable a broader and more capable network-centric environment that is interoperable, open, and scalable, programs will adhere to developing open architectures and standard implementation profiles.

   **A. UAS Control Segment Architecture Development:**

   The UAS Control Segment (UCS) Working Group (WG) is a combined DoD/industry collaboration tasked by the I-IPT to develop a common, open, and scalable architecture for command and control of UAS groups 2 through 5 (systems heavier than 20 pounds).

   - The UCS WG released Version 2.1 of the architecture in May 2012, which concluded the effort to define the construct for a buildable architecture.

   - Version 2.2 is focused on further refining the architecture with respect to data content and completeness, integration of other existing standards, and the development of platform-specific artifacts. Version 2.2 was released in November 2012 and includes the extensive development of an Interface Control Document and related middleware specification documents necessary for utilization and employment by the Military Departments.

   - The UCS WG is currently engaged in strategy and content meetings with the Military Departments to articulate a vision for version 3.0 and beyond. Version 3.0 of the architecture is expected to be released in May 2013.

   **Coordination Progress**

   - The UCS WG is nearing completion of an application store. The store is a repository of DoD-developed/governed UAS services and applications. The concept is similar to the commercial personal electronic device industry wherein unique applications can be downloaded to suit individual user needs and requirements.

   - The UCS WG spearheaded the development of a comprehensive Joint UAS Ground Control Station Human-Machine Interface (HMI) Development and
Standardization Guide to help program managers and HMI professionals foster human-machine interface standardization in the design and development of UAS operating ground control stations across the Military Departments. The HMI Guide was signed by all three Military Departments and released to the public August 2012.

- Additionally, several program implementation demonstrations conducted in 2012, such as with the Bi-Directional Remote Video Terminal, prove the utility and interoperability of the UCS architecture and its value in reducing long-term acquisition costs upholding the DoD’s Better Buying Power 2.0 Initiative.

**Actions Taken to Implement Solutions**

- The UCS WG held the second in a series of informational and training tracks at the August 2012 Association for Unmanned Vehicle Systems International conference in Las Vegas, NV.

- The UCS architecture effort has continued to grow and flourish to include well over 100 industry partners and participants. The UCS WG Web site is: [http://ucsarchitecture.org](http://ucsarchitecture.org).

**B. Joint Common Unmanned System Architecture:**

The I-IPT directed its Horizontal Integration Working Group (HIWG) to document and assess the DoD UAS Family of Systems and applicable System of Systems architectures to support UAS interoperability analysis, provide a basis for enhanced integration and operations with other DoD systems, and identify potential efficiencies in the overall DoD UAS life-cycle process.

- Current DoD Architecture Framework architecture projects for existing UAS are not suitable for interoperability analysis. Consequently, in order to perform the interoperability analysis across different UAS within the Military Departments, an architecture that describes all DoD UAS with consistent terminology and consistent graphical formats is necessary. The Joint Common Unmanned System Architecture (JCUA) is intended to provide consistent architecture products to facilitate interoperability analysis across the UAS program inventories within the DoD.

**Coordination Progress**

- The initial JCUA Version .05 was completed and registered with the Joint Staff J6 Joint Architecture Federation and Integration Project (JAFIP) portal on July 15, 2012, see: [https://sadie.nmci.navy.mil/jafe/Project_Data/jcuaf/20120619_JCUA_Report.pdf](https://sadie.nmci.navy.mil/jafe/Project_Data/jcuaf/20120619_JCUA_Report.pdf). In close partnership with the DoD Chief Information Officer Enterprise Architecture strategy, the JAFIP portal ensures Joint Capabilities Integration and Development System architecture data/products need only be maintained in a single, dynamic, federated repository that is automatically discoverable via web services.
Actions Taken to Implement Solutions

- The HIWG Spiral I Gap report identifying capability gaps reported by operational forces was completed June 29, 2011.

- The JCUA will continue to be matured and used as the analytical framework for the production of the HIWG Spiral II Capability Gap report in December 2012.

- The HIWG Spiral II Capability Gap report will include system-level analysis of the gaps previously reported as well as applicable Joint interoperability gaps identified in the UI2 Capability Based Assessment (CBA) report (see D. Unmanned Interoperability Initiative (UI2)).

C. Universal System Interoperability Profile (USIP):

Industry standards enable end-to-end operational effectiveness; however, commercial standards bodies must address a wide range of business communities with different requirements. Commercial standards bodies address this need by allowing some degree of tailoring of their standards for specific implementation communities resulting in commercial entities or consortia frequently defining profiles of commercial standards. Due to this flexibility, compliance with a standard does not always guarantee interoperability. The DoD UAS community handles this flexibility by defining profiles of standards. These interoperability profiles seek to define proper subsets of standards that serve as a basis for enhanced interoperability. In some cases, additional elements may be added to a standard to meet unique DoD needs.

- In FY 2012, the USIP WG, in cooperation with Joint Interoperability Test Command, formalized both the management process for USIP nomination, development, and approval and a process for USIP testing and conformance determination.

- The USIP WG has built on the success of USIP 1.1 (Line of Sight Transmission of Motion Imagery for Battlespace Awareness using Standard Common Data Link) and finalized USIP 5.1 (Weaponization) which establishes interoperability between weaponized UAS.

- Several other USIPs are in development covering the exchange of Bandwidth Efficient Common Data Link data supporting situational awareness and emerging technologies in wide area surveillance.

Coordination Progress

- The current and draft USIPs have been aligned with the UAS capabilities gaps identified in the UI2 CBA.
• Once approved, USIP 5.1 will be submitted to the DoD IT Standards Registry and shared with the NATO Standardization Agreement 4586 Custodial Support Team to further interoperability with partner nations.

**Actions Taken to Implement Solutions**

• The UI2 CBA gaps are now being analyzed to identify potential new USIPs to address the gaps.

**D. Unmanned Interoperability Initiative (UI2):**

In 2011, the Department chartered the UAS TF I-IPT to lead the UAS Interoperability Initiative and to move DoD UAS toward capabilities that are more interoperable across all the Military Departments.

• On May 14, 2012, the UI2 working group completed a DoD UAS Interoperability CBA to identify 29 interoperability gaps throughout the Joint UAS community using the UI2 study profiles. The CBA is the culmination of a joint working group effort to conduct an operational assessment of UAS interoperability task needs, to identify and prioritize gaps in our ability to satisfy these needs, and to identify potential doctrine, organization, training, materiel, leadership and education, personnel, facilities and policy priorities to mitigate the identified capability gaps.

**Coordination Progress**

• Each Military Department and Agency will find aspects of the CBA relevant to their mission responsibilities.

**Actions Taken to Implement Solutions**

• The I-IPT will continue to work with the Military Departments and Agencies to close the 29 Joint interoperability gaps identified within the CBA and ultimately improve capability to the Warfighter.

**E. Metadata Standards Compliance:**

The Office of Under Secretary of Defense for Intelligence (OUSD(I)) directed all initiatives supported by the Intelligence, Surveillance, and Reconnaissance Task Force (ISR TF) provide verification of Geospatial-Intelligence (GEOINT) data standards compliance on August 31, 2011. This initiative aimed to close the acquisition oversight gap on all Program-of-Record (PoR)/Quick-Reaction Capabilities (QRC) in theater and was closely monitored by the ISR TF and the National System for Geospatial-Intelligence Interoperability Action Team (NIAT). The final reports were released on July 15, 2012, and revealed that nearly all manned and unmanned aircraft ISR systems were out of compliance with GEOINT metadata standards.
• The UAS TF Interoperability IPT is leading an effort with OUSD(I) and NIAT assistance to work with acquisition PoRs to develop action plans to move toward compliance. The conformance with and enforcement of standardized data/metadata formats (sensor and platform generated data) facilitates archiving, searching, retrieving and distributing UAS data to a wide range of appropriate users and enables automated PED solutions. The working group will also examine governance, such as GEOINT standards in the Net-Ready key performance parameters.

Coordination Progress

• Working with the Military Departments, the Metadata Working Group is establishing a mitigation plan for programs of record and a retest strategy to confirm program standard compliance.

Actions Taken to Implement UAS TF Recommendations

• The I-IPT will continue to work with the Military Departments to resolve the compliance issues and further establish a mitigation strategy for non-PoR/QRC as these programs redeploy from contingency operations.

2. AIRSPACE INTEGRATION INTEGRATED PRODUCT TEAM

DoD UAS require safe and routine access to national, foreign, and international airspace to execute their operational, training, and test and evaluation missions. However, current DoD UAS lack the same capabilities as manned aircraft to safely and efficiently integrate into the National Airspace System (NAS). The Airspace Integration IPT (AI-IPT) seeks to improve airspace access for UAS operations and training requirements in support of homeland defense, homeland security, and defense support of civil authorities. The AI-IPT reviews and assesses operational requirements; identifies and develops acquisition solutions; assists in the development of UAS technical standards; and recommends training and policy changes necessary to integrate UAS into necessary classes of airspace.

A. UAS Executive Committee Support:

• The AI-IPT supports the UAS Executive Committee (ExCom) mission “to enable increased and ultimately routine access of Federal UAS engaged in public aircraft operations into the NAS to support operational, training, development and research requirements of the Federal Aviation Administration (FAA), DoD, Department of Homeland Security (DHS) and National Aeronautics and Space Administration (NASA)”.

• The UAS ExCom focuses on those efforts to providing near-term access for UAS operated by Federal agencies.

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1 UAS Executive Committee Charter, Oct 20, 2010
Coordination Progress

- The UAS ExCom is a joint committee comprised of senior executives from four member organizations: DoD, FAA, DHS, and NASA.

- The UAS ExCom works closely with the UAS Task Force and the DoD Policy Board on Federal Aviation (PBFA).

Actions Taken to Implement UAS TF Recommendations

- The UAS ExCom approved the UAS NAS Access Plan, addressing the milestones, policy recommendations, flight standards, and operating procedures necessary to provide a path for UAS integration into the NAS. This plan was forwarded to Congress in October 2010. The UAS ExCom continues to work many of the issues and recommendations identified in the plan.

- The UAS ExCom updated policy and procedural issues with the Certificate of Waiver or Authorization (COA) process, yielding significant improvement in UAS NAS access while reducing workloads for COA applications and safety reviews.

- The ExCom resolved an extension of the COA expiration interval from 12 to 24 months and formalized an agreement on allowing transition from Class D airspace to adjacent Restricted or Warning areas.

- The ExCom is actively working three major areas: developing processes and procedures to allow multiple unmanned and manned operations in Class D airspace; allowing small UAS flights in Class G airspace without the need for a COA; and allowing UAS flights in remote operating areas with limited restrictions.

B. Other DoD Airspace Integration Activity:

- The AI-IPT supports additional integration efforts beyond those of the ExCom, providing an effective venue for coordinating and leveraging UAS airspace issues across the Military Departments.

Coordination Progress

- The AI-IPT collaborates closely with other DoD offices, Joint Staff, Military Departments, Combatant Commands, and the PBFA.

- DoD responded to FAA Airspace Integration Office request for coordination on “FAA Notice N8900 UAS Operational Approval,” which outlines policy requirements for UAS operations in the NAS.
Actions Taken to Implement Solutions

- The AI-IPT completed the DoD UAS Airspace Integration Plan, which was signed by the Deputy Secretary of Defense in April 2011. The UAS AI Plan presents incremental capability solutions to improve DoD UAS airspace access that can be leveraged, improved, and utilized in locations inside and outside the continental United States. Incremental capabilities include: Ground Based Sense and Avoid (GBSAA), Airborne Sense and Avoid (ABSAA), airworthiness certification, operational policies and procedures, and the development of technical standards. Through a joint Service working group on GBSAA within the AI-IPT, the Marine Corps implemented a GBSAA solution certified by U.S. Navy/Navy Systems Command certification authority to enable Shadow operations at Marine Corps Air Station Cherry Point, North Carolina. DoD and FAA continue to work together to clarify responsibilities for GBSAA implementation.

- The AI-IPT developed procedures outlined in the UAS Airspace Integration Concept of Operations. Funded in parallel, a DoD Quick Reaction Test (QRT) and a Joint Feasibility Study (JFS) were executed as well. The QRT proved initial validation of the flight profiles tactics, techniques, and procedures (TTPs) in a virtual environment, similar to conditions within which UAS will operate in the NAS. The JFS led to a fully-funded Joint Test to further validate the TTPs in live flight tests to be conducted over the next few years. The UAS TF is coordinating closely with the Joint Test and Evaluation program office and the test sponsor, U.S. Northern Command, to coordinate and leverage similar efforts.

- The AI-IPT sponsored a science and research panel of Government experts to explore and research technical gaps regarding sense and avoid. Working closely with the existing GBSAA and ABSAA efforts ongoing through DoD, the panel identified dozens of UAS-related SAA technical gaps and worked to identify organizations and funding to develop gap solutions.

- The AI-IPT assisted the PBFA with preliminary coordination with the FAA on an update to the current DoD-FAA UAS Operations Memorandum of Agreement (MOA). The MOA reflects policy and procedure changes that will improve DoD NAS access, enabling the DoD to further develop and refine policies and procedures.

- DoD provided the FAA with 6 years of UAS mishap data, allowing the FAA to have a better understanding of UAS safety considerations to support increased NAS access decisions.

- The AI-IPT developed a draft initial capabilities document (ICD) aiming to capture current capability gaps in allowing UAS to sense and avoid other aircraft in the NAS and the international maritime domains. The ICD continues to mature as the identification of the final document sponsor is finalized.
• The AI-IPT facilitated an Army demonstration to verify the capability of their Phase 2 GBSAA concept in June 2012. This concept is intended to be a certifiable and repeatable material solution for GBSAA that is acceptable across the Military Departments.

• The AI-IPT coordinated Air Force Air Surveillance Radar (ASR)-9 and ASR-11 radar verification for use in a GBSAA system, conducting two demonstrations in May and July 2012.

• The AI-IPT facilitated Navy development of an ABSAA system for MQ-4C Triton while working with Air Force Research Lab to develop alternative ABSAA solutions, such as utilizing electro-optic cameras to sense the surrounding airspace volume.

3. FREQUENCY AND BANDWIDTH INTEGRATED PRODUCT TEAM

The Frequency and Bandwidth IPT (FB-IPT) is tasked to develop DoD spectrum and bandwidth guidance for improving UAS operational effectiveness and mission capability for large, medium, and small platforms via new technical capabilities; operational TTPs; and regulatory actions. The FB-IPT continues to analyze UAS mission requirements for ways to improve Warfighter capabilities in the fielding of more spectral efficient UAS communication systems. The FB-IPT represents DoD and upholds the U.S. frequency and bandwidth policies and guidance associated with UAS around the world.

These efforts are accomplished by three established goals on Beyond Line of Sight (BLOS) (to include use of satellites), line of sight, and small UAS operations.

A. Beyond Line of Sight Datalink Improvements

• The goal is to develop appropriate DoD policy, joint requirement documentation, and acquisition and operational guidance for improved spectrum utilization to improve BLOS UAS operations.

Coordination Progress

• The FB-IPT collaborates with representatives from all the interested stakeholders within the DoD (to include other TF IPTs, the Military Departments, and Defense Agencies), other Federal agencies, allied and foreign governments, and numerous industry groups to obtain best spectrum access for BLOS operations.

Actions Taken to Implement UAS TF Recommendations

• The FB-IPT supported U.S. preparations for, and participated in, the International Telecommunication Union World Radio Communication Conference 2012 (WRC 12) in Geneva, Switzerland. The WRC 12 addressed spectrum and bandwidth
needs for UAS command and control, sense and avoid, and other air traffic control aspects as they related to the integration of UAS into civilian airspace. Consensus was not achieved on the appropriate regulatory solution for UAS BLOS command and control (C2). As such, the Conference agreed to continue its studies and defer a decision until WRC 15. (Supports TF Goals 3 and 4)

- In addition, the IPT continues to evaluate UAS BLOS bandwidth requirements and to identify areas for improving performance. The IPT completed several technical and regulatory assessments to assist the Department in addressing challenges that arose over the last year. (Supports TF Goal 4)

B. Line of Sight Datalink Improvements

- The goal is to develop appropriate DoD policy, joint requirement documentation, and acquisition and operational guidance for improved spectrum utilization to improve LOS operations for larger UAS.

**Coordination Progress**

- The FB-IPT collaborates with representatives from all the interested stakeholders within the DoD (to include other TF IPTs, the Military Departments, and Defense Agencies), other Federal agencies, allied and foreign governments, and numerous industry groups to obtain best spectrum access for Line of Sight (LOS) operations.

- The IPT works with the Military Departments and COCOMS to expand UAS Common Data Link (CDL) LOS capabilities for improved bandwidth efficiency and spectrum flexibility to support a multitude of missions in different parts of the world.

**Actions Taken to Implement UAS TF Recommendations**

- At the WRC 12, the FB-IPT supported U.S. efforts that successfully secured the Conference’s adoption of regulations favoring the U.S. position on UAS C2 LOS position for access into civilian airspace. (Supports TF Goals 3 and 4)

- The FB-IPT supported the development and introduction of an advanced and more efficient waveform for the CDL. CDL is used by large UAS and is the DoD standard datalink use by all reconnaissance systems to disseminate mission data. (Supports TF Goals 2 and 3)

- In support of the UAS program offices, the IPT lead the development of two spectrum supportability risk assessments what will provide guidance as those offices consider use of less congested higher frequency bands within future datalink developments. (Supports UAS TF Goals 2 and 4)
C. Small UAS Datalink Improvements

- The goal is to develop appropriate DoD policy, joint requirement documentation, and acquisition and operational guidance for improved spectrum utilization to improve LOS operations for Small UAS (SUAS).

Coordination Progress

- The FB-IPT collaborates with representatives from all the interested stakeholders within the DoD (to include other TF IPTs, the Military Departments, and DoD agencies), other Federal agencies, allied and foreign governments, and numerous industry groups to obtain best spectrum access for SUAS operations.

- The FB-IPT continues to participate in the evaluation of potential SUAS mission impact as a result of any domestic and international broadband reallocation initiatives.

Actions Taken to Implement UAS TF Recommendations

- The FB-IPT continues to support DoD efforts to identify military capabilities and subsequent UAS mission equities regarding possible spectrum repurposing being considered. The IPT is providing its expertise and evaluating options that could affect the fielding and training needs of the military. (Supports TF Goals 1 and 3)

4. LOGISTICS AND SUSTAINMENT INTEGRATED PRODUCT TEAM

The current generation of UAS programs were rapidly developed and fielded to meet urgent operational requirements and are relatively immature in terms of reliability and supportability. In the last year, a Logistics and Sustainment (LS) IPT was established to provide coordination of UAS sustainment related issues with the goal of developing affordable DoD-wide approaches to support the long-term sustainment of UAS capabilities to meet system readiness objectives. The LS-IPT will assist programs and the Military Departments in the development of UAS sustainment strategies by providing a forum to discuss common issues and opportunities for synergies between programs. It will leverage experience from existing programs, organizations, disciplines, and processes to identify best practices and lessons learned. IPT membership includes DoD stakeholders from the requirements, acquisition, and logistics communities.

UAS Depot Maintenance Rationalization

The inaugural effort of the LS-IPT, the UAS Depot Maintenance Working Group, was established at the direction of the Secretary of Defense to develop cross-Military Department recommendations for the consolidation of UAS depot maintenance activities to minimize cost and eliminate unnecessary duplication. The group operated under the auspices of the UAS TF Senior Steering Group and Joint Logistics Board (JLB) and reports through the UAS TF and the Maintenance Executive Steering Committee.
• The working group studied Medium (Predator, Gray Eagle, Reaper) and Large (Global Hawk, Triton) UASs that were currently supported by Contractor Logistics Support, and for which the Military Departments had determined that there was a core organic depot requirement.

• The working group then identified opportunities for consolidation of investments and workload by considering like capabilities and building on existing “centers of excellence.”

• Recommendations were synchronized with programmatic decisions.

• Specific recommendations included major workload consolidations based on maintenance type such as airframe/composite, engine, sub-systems/payload (i.e. communication/navigation, ISR sensors, and targeting), and ground systems maintenance and repair (see figure 4).

Coordination Progress

• This multifunctional task group included members from the Office of the Secretary of Defense, the Defense Agencies, the Joint Staff, and the Military Departments, and was augmented with acquisition subject-matter experts as required.

• The results of the UAS Task Force LS-IPT Depot Working Group study were briefed to the UAS TF Senior Steering Group and were approved by the JLB on February 28, 2012. The Military Departments subsequently accepted the JLB’s recommendation to incorporate the results into Program Objective Memorandum 14.

• The working group was directed to assess further consolidation of Air Force workloads for ground communications and electronics at Tobyhanna Army Depot, Pennsylvania. Global Hawk and Triton (BAMS)-related workloads were deferred pending final Global Hawk program decisions affecting the airframe (Warner Robins Air Logistics Center, Georgia) and landing gear repair (Ogden Air Logistics Center, Utah) job consolidation.

Actions Taken to Implement Solutions

• The Military Departments are implementing these recommendations within their respective Presidential Objective Memorandum budget requests for 2014.

• The LS-IPT will develop a strategic plan to maximize synergies and apply lessons learned across UAS sustainment programs.
• With the approval of the UAS Depot workload consolidations, the IPT will explore the potential for Joint Service partnerships with industry and organic Depots to provide effective and efficient support to programs.

• The LS-IPT also plans to recommend best practices in developing sustainment metrics for UAS programs.

Figure 4. UAS Depot Maintenance Sources of Repair

Legend for UAS Depot Maintenance Sources of Repair:

CCAD--Corpus Christi Army Depot
LEAD--Letterkenny Army Depot
TYAD--Tobyhanna Army Depot
FRC East--Cherry Point Fleet Readiness Center
FRC Southeast--Jacksonville Fleet Readiness Center
FRC Southwest--San Diego Fleet Readiness Center
OO-ALC--Ogden Air Logistics Center
WR-ALC--Warner Robins Air Logistics Center
OC-ALC--Oklahoma City Air Logistics Center
SUMMARY

The UAS TF continues to lead unmanned systems initiatives while striving to improve UAS commonality and efficiency in order to meet Warfighter capability requirements. As the DoD faces lean fiscal realities and rebalances its overseas efforts, many of the issues being addressed by the UAS TF will become increasingly relevant. The UAS TF will continue to provide a forum for influencing concepts, requirements, and design decisions to provide efficient and affordable combat capability.